

LAMPS

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LAMP SYSTEMS

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DESCRIPTION AND OPERATION

LAMP SYSTEMS

Each vehicle is equipped with various lamp assemblies. A good ground is necessary for proper lighting operation. Grounding is provided through a separate ground wire.

HEADLAMPS

DESCRIPTION

Headlamps on the Dakota are modular units. Each unit contains a headlamp module, a dual filament replaceable bulb, and parking lamp and turn signal bulbs.

OPERATION

The headlamps are controlled by the headlamp switch and the multifunction switch. Each headlamp unit can be serviced individually.

HEADLAMP SWITCH

DESCRIPTION

The headlamp switch is located on the instrument panel. The headlamp switch controls the parking lamps, the headlamps, the interior lamps, and instrument cluster illumination. The headlamp switch also contains a rheostat for controlling the illumination level of the instrument cluster lamps.

OPERATION

The headlamp switch has an off position, a parking lamp position, and a headlamp on position. High beams are controlled by the multifunction switch on the steering column. The headlamp switch cannot be repaired, it must be replaced. Refer to Group 8E for removal and installation procedures, and Group 8W for circuit information.

TAIL/TURN SIGNAL/STOP/BACK-UP LAMP

DESCRIPTION

The rear tail lamp modules are mounted on the truck bed, outboard of the tailgate, and molded into the lines of the vehicle. Each module contains two bulbs, a lens, and a housing. One bulb is a two filament bulb used for tail, stop, and turn signal functions. The other bulb is a single filament bulb used for back-up light illumination.

OPERATION

Each tail lamp module can be serviced separately. Each bulb can also be serviced separately. The headlamp switch controls tail lamp operation. The multifunction switch controls turn signal operation, and the back-up light switch controls the back-up light operation. The brake lamp switch controls the stop lamp function.

DESCRIPTION AND OPERATION (Continued)

FRONT TURN SIGNAL/PARKING LAMP

DESCRIPTION

The front turn signal/parking lamp is incorporated in the headlamp module. The bulbs are serviceable separately.

OPERATION

The parking light function is controlled by the headlamp switch located on the instrument panel. The turn signal function is controlled by the multi-function switch located on the steering column. Each front turn signal/parking lamp module can be serviced separately.

CHMSL LAMP (CENTER HIGH MOUNTED STOP LAMP)

DESCRIPTION

The center high mounted stop lamp (CHMSL) is mounted above the cab rear window, below the roof. The module consists of a single filament bulb, a lens, and a housing.

OPERATION

CHMSL operation is controlled by the brake lamp switch.

DAYTIME RUNNING LAMPS

DESCRIPTION

The Daytime Running Lights (Headlamps) System is installed on vehicles manufactured for sale in Canada only. A separate module, mounted on the cowl, controls the DRL.

OPERATION

The headlamps are illuminated when the ignition switch is turned to the ON position. The DRL module receives a vehicle-moving signal from the vehicle speed sensor. This provides a constant **head-lamps-on** condition as long as the vehicle is moving. The lamps are illuminated at less than 50 percent of normal intensity.

SAFETY PRECAUTIONS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING GLASS COMPONENTS. PERSONAL INJURY CAN RESULT.

CAUTION: Do not touch the glass of halogen bulbs with fingers or other possibly oily surface, reduced bulb life will result.

Do not use bulbs with higher candle power than indicated in the Bulb Application table at the end of this group. Damage to lamp and/or Daytime Running Lamp Module can result.

Do not use fuses, circuit breakers or relays having greater amperage value than indicated on the fuse panel or in the Owners Manual.

When it is necessary to remove components to service another, it should not be necessary to apply excessive force or bend a component to remove it. Before damaging a trim component, verify hidden fasteners or captured edges are not holding the component in place.

LAMP DIAGNOSIS

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DIAGNOSIS AND TESTING

SYSTEM DIAGNOSIS

A good ground is necessary for proper lighting operation. Grounding is provided by the lamp socket

when it comes in contact with the metal body, or through a separate ground wire.

Always begin any diagnosis by testing all of the fuses and circuit breakers in the system. Refer to Group 8W, Wiring Diagrams.

HEADLAMP

CONDITION	POSSIBLE CAUSES	CORRECTION
HEADLAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF	<ol style="list-style-type: none"> 1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground. 7. Both headlamp bulbs defective. 	<ol style="list-style-type: none"> 1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system, refer to Group 8A, 4. Test battery state-of-charge, refer to Group 8A. 5. Load test battery, refer to Group 8A. 6. Test for voltage drop across Z1-ground locations, refer to Group 8W. 7. Replace both headlamp bulbs.
HEADLAMP BULBS BURN OUT FREQUENTLY	<ol style="list-style-type: none"> 1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE*	<ol style="list-style-type: none"> 1. Charging system output too low. 2. Poor lighting circuit Z1-ground. 3. High resistance in headlamp circuit. 4. Both headlamp bulbs defective. 	<ol style="list-style-type: none"> 1. Test and repair charging system, refer to Group 8A. 2. Test for voltage drop across Z1-ground locations, refer to Group 8W. 3. Test amperage draw of headlamp circuit. 4. Replace both headlamp bulbs.
HEADLAMPS FLASH RANDOMLY	<ol style="list-style-type: none"> 1. Poor lighting circuit Z1-ground. 2. High resistance in headlamp circuit. 3. Faulty headlamps switch circuit breaker. 	<ol style="list-style-type: none"> 1. Test for voltage drop across Z1-ground locations, refer to Group 8W. 2. Test amperage draw of headlamp circuit. Should not exceed 30 amps. 3. Replace headlamp switch.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	4. Loose or corroded terminals or splices in circuit.	4. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS (HIGH & LOW) DO NOT ILLUMINATE	1. No voltage at either headlamp. 2. No ground for high and low beam circuit. 3. Headlamp bulb(s) defective. 4. Faulty headlamp switch. 5. Faulty headlamp dimmer (Multifunction) switch. 6. Broken connector terminal or wire splice in headlamp circuit.	1. Voltage should always be present. Trace short circuit and replace BOTH headlamp fuses. Refer to Group 8W. Check wiring circuit from Right headlamp fuse to headlamp. (Repeat for Left side) 2. Ground should always be present according to switch position. Check ground at headlamp switch. Check wiring circuit from headlamp switch to Multifunction switch. Check headlamp switch and Multifunction switch continuity. Repair circuit ground, refer to Group 8W. 3. Replace bulb(s). 4. Replace headlamp switch. 5. Replace Multifunction switch. 6. Repair connector terminal or wire splice.
HEADLAMPS (LOW BEAM) DO NOT ILLUMINATE.	1. No ground for low beam circuit.	1. Ground should be present according to Multifunction switch position. Check wiring circuit from Multifunction switch to headlamp. Trace open circuit in wiring and repair. Refer to Group 8W. Check Multifunction Switch for continuity.
HEADLAMPS (HIGH BEAM) DO NOT ILLUMINATE.	1. No ground for high beam circuit.	1. Ground should be present according to Multifunction switch position. Check wiring circuit from Multifunction switch to headlamp. Trace open circuit in wiring and repair. Refer to Group 8W. Check Multifunction Switch for continuity.
HEADLAMPS (LOW BEAM) ALWAYS ILLUMINATE AND CAN NOT BE SHUT OFF.	1. Low beam circuit from bulb to Multifunction switch is shorted to ground.	1. Ground should be present according to Multifunction switch position. Check wiring circuit from Multifunction switch to headlamp. Trace short circuit in wiring and repair. Refer to Group 8W.
HEADLAMPS (HIGH BEAM) ALWAYS ILLUMINATE AND CAN NOT BE SHUT OFF.	1. High beam circuit from bulb to Multifunction switch is shorted to ground.	1. Ground should be present according to Multifunction switch position. Check wiring circuit from Multifunction switch to headlamp. Trace short circuit in wiring and repair. Refer to Group 8W.
HEADLAMP SWITCH OFF HEADLAMPS AND HIGHBEAM INDICATOR REMAIN ON AND ARE DIM.	1. Headlamp switch feed circuit shorted to ground.	1. Check wiring circuit from right headlamp fuse to headlamp. Repeat for left side. Trace short circuit in wiring and repair. Refer to Group W.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
HEADLAMP SWITCH ON (LOW BEAMS ON), ONE LOW BEAM ON AND BOTH HIGH BEAMS DIM.	1. Headlamp feed circuit shorted to ground.	1. Check wiring circuit from right headlamp fuse to headlamp. Repeat for left side. Trace short circuit in wiring and repair. Refer to Group W.
HEADLAMP SWITCH ON (HIGH BEAMS ON), ONE HIGH BEAM ON AND BOTH LOW BEAMS DIM.	1. Headlamp feed circuit shorted to ground.	1. Check wiring circuit from right headlamp fuse to headlamp. Repeat for left side. Trace short circuit in wiring and repair. Refer to Group W.
HEADLAMP SWITCH ON, ONE HEADLAMP FILAMENT WILL BE AT FULL INTENSITY AND ALL OTHER FILAMENTS ARE ON AND DIM.	1. Defective headlamp fuse. 2. Open circuit from headlamp fuse to headlamp.	1. Trace short circuit and replace fuse. Refer to Group 8W. 2. Repair open headlamp circuit, refer to Group 8W.
1. HEADLAMPS STAY ON WITH KEY OUT (DRLM EQUIPPED VEHICLES).	1. Failed DRLM	1. Replace DRLM.
*Canada vehicles must have lamps ON.		

FOG LAMP

CONDITION	POSSIBLE CAUSES	CORRECTION
FOG LAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF.	1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground.	1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system. Refer to Group 8A, 4. Test battery state-of -charge. Refer to Group 8A. 5. Load test battery. Refer to Group 8A. 6. Test for voltage drop across Z1-ground locations. Refer to Group 8W.
FOG LAMP BULBS BURN OUT FREQUENTLY	1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit.	1. Test and repair charging system. Refer to Group 8A. 2. Inspect and repair all connectors and splices. Refer to Group 8W.
FOG LAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE	1. Charging system output too low. 2. Poor lighting circuit Z1-ground. 3. High resistance in fog lamp circuit.	1. Test and repair charging system. Refer to Group 8A. 2. Test for voltage drop across Z1-ground locations. Refer to Group 8W. 3. Test amperage draw of fog lamp circuit.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
FOG LAMPS FLASH RANDOMLY	<ol style="list-style-type: none"> 1. Poor lighting circuit Z1-ground. 2. High resistance in fog lamp circuit. 3. Faulty fog lamp switch. 4. Loose or corroded terminals or splices in circuit. 	<ol style="list-style-type: none"> 1. Test for voltage drop across Z1-ground locations. Refer to Group 8W. 2. Test amperage draw of fog lamp circuit. 3. Replace fog lamp switch. 4. Inspect and repair all connectors and splices. Refer to Group 8W.
FOG LAMPS DO NOT ILLUMINATE	<ol style="list-style-type: none"> 1. Blown fuse for fog lamp. 2. No Z1-ground at fog lamps. 3. Faulty fog lamp switch. 4. Broken connector terminal or wire splice in fog lamp circuit. 5. Defective or burned out bulb. 	<ol style="list-style-type: none"> 1. Replace fuse. Refer to Group 8W. 2. Repair circuit ground. Refer to Group 8W. 3. Replace fog lamp switch. 4. Repair connector terminal or wire splice. 5. Replace bulb.
FOG LAMPS ARE INOPERATIVE AND FOG LAMP INDICATOR LIGHT ALWAYS STAYS ON.	<ol style="list-style-type: none"> 1. Fog lamp/DRL* feed shorted to ground. 	<ol style="list-style-type: none"> 1. Check wiring circuit from fog lamp/DRL* fuse to fog lamp. Trace short circuit in wiring and repair. Refer to Group 8W.
FOG LAMPS ARE INOPERATIVE AND FOG LAMP INDICATOR LIGHT IS ILLUMINATED.	<ol style="list-style-type: none"> 1. Fog lamp/DRL* fuse defective. 2. Open circuit from fog lamp fuse to fog lamp. 	<ol style="list-style-type: none"> 1. Trace short circuit and replace fuse. Refer to Group 8W. 2. Check wiring circuit from fog lamp/DRL* fuse to fog lamp. Trace open circuit in wiring and repair. Refer to Group 8W.
PARK LAMPS ARE INOPERATIVE. FOG LAMP INDICATOR IS ON WHEN ALL SWITCHES ARE OFF AND FUNCTIONS OPPOSITE TO FOG LAMPS.	<ol style="list-style-type: none"> 1. Park lamp feed is shorted. 	<ol style="list-style-type: none"> 1. Check wiring circuit from park lamp fuse to headlamp switch. Trace short circuit in wiring and repair. Refer to Group 8W.
PARK LAMPS ARE INOPERATIVE. FOG LAMP INDICATOR FUNCTIONS OPPOSITE TO FOG LAMPS.	<ol style="list-style-type: none"> 1. Park lamp fuse is defective. 2. Open circuit from park lamp fuse to headlamp switch. 	<ol style="list-style-type: none"> 1. Trace short circuit and replace fuse. Refer to Group 8W. 2. Check wiring circuit from park lamp fuse to headlamp switch. Trace open circuit in wiring and repair. Refer to Group 8W.
*Canada vehicles use Daytime Running Lamps (DRL).		

HEADLAMP ALIGNMENT

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ADJUSTMENTS

HEADLAMP ALIGNMENT

Headlamps can be aligned using the screen method provided in this section. Alignment Tool C-4466-A or equivalent can also be used. Refer to instructions provided with the tool for proper procedures.

LAMP ALIGNMENT SCREEN PREPARATION

- (1) Position vehicle on a level surface perpendicular to a flat wall 7.62 meters (25 ft) away from front of headlamp lens (Fig. 1).
- (2) If necessary, tape a line on the floor 7.62 meters (25 ft) away from and parallel to the wall.
- (3) Measure from the floor up 1.27 meters (5 ft) and tape a line on the wall at the centerline of the vehicle. Sight along the centerline of the vehicle (from rear of vehicle forward) to verify accuracy of the line placement.
- (4) Rock vehicle side-to-side three times to allow suspension to stabilize.
- (5) Jounce front suspension three times by pushing downward on front bumper and releasing.
- (6) Measure the distance from the center of headlamp lens to the floor. Transfer measurement to the alignment screen (with tape). Use this line for up/down adjustment reference.
- (7) Measure distance from the centerline of the vehicle to the center of each headlamp being aligned. Transfer measurements to screen (with tape) to each

side of vehicle centerline. Use these lines for left/right adjustment reference.

VEHICLE PREPARATION FOR HEADLAMP ALIGNMENT

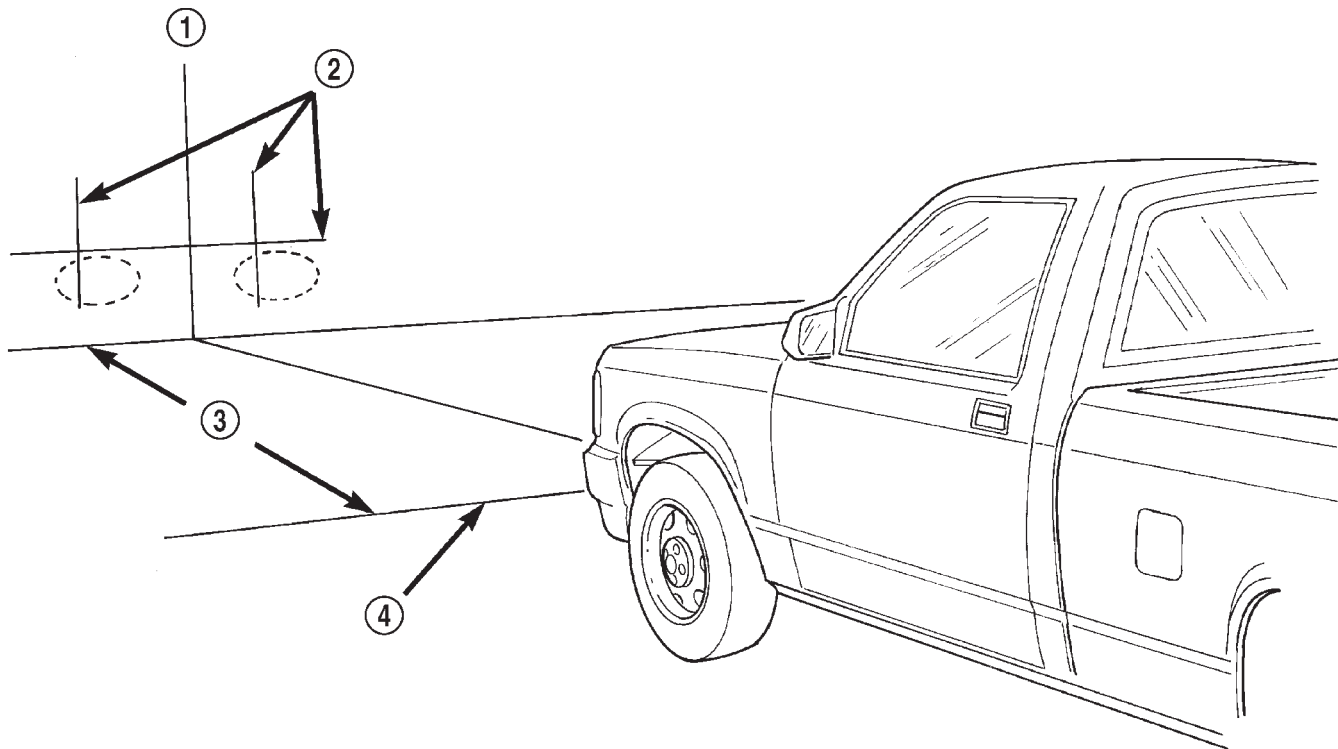
- (1) Verify headlamp dimmer switch and high beam indicator operation.
- (2) Correct defective components that could hinder proper headlamp alignment.
- (3) Verify proper tire inflation.
- (4) Clean headlamp lenses.
- (5) Verify that luggage area is not heavily loaded.
- (6) Fuel tank should be FULL. Add 2.94 kg (6.5 lbs.) of weight over the fuel tank for each estimated gallon of missing fuel.

HEADLAMP ALIGNMENT

A properly aimed low beam headlamp will project top edge of high intensity pattern on screen from 50 mm (2 in.) above to 50 mm (2 in.) below headlamp centerline. The side-to-side outboard edge of high intensity pattern should be from 50 mm (2 in.) left to 50 mm (2 in.) right of headlamp centerline (Fig. 1). **The preferred headlamp alignment is 1" down for the up/down adjustment and 0 for the left/right adjustment.** The high beam pattern should be correct when the low beams are aligned properly.

To adjust low beam headlamp, rotate alignment screws (Fig. 2) to achieve the specified aim.

ADJUSTMENTS (Continued)

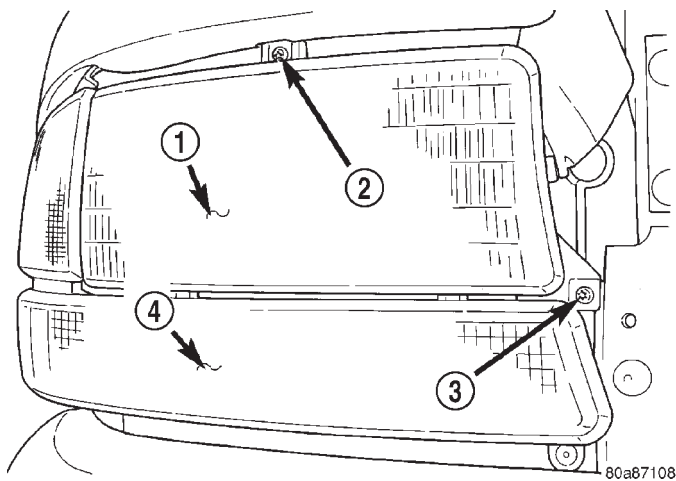


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Fig. 1 Headlamp Alignment Screen

- 1 - CENTER OF VEHICLE
2 - CENTER OF HEADLAMP

- 3 - 7.62 METERS (25 FT.)
4 - FRONT OF HEADLAMP

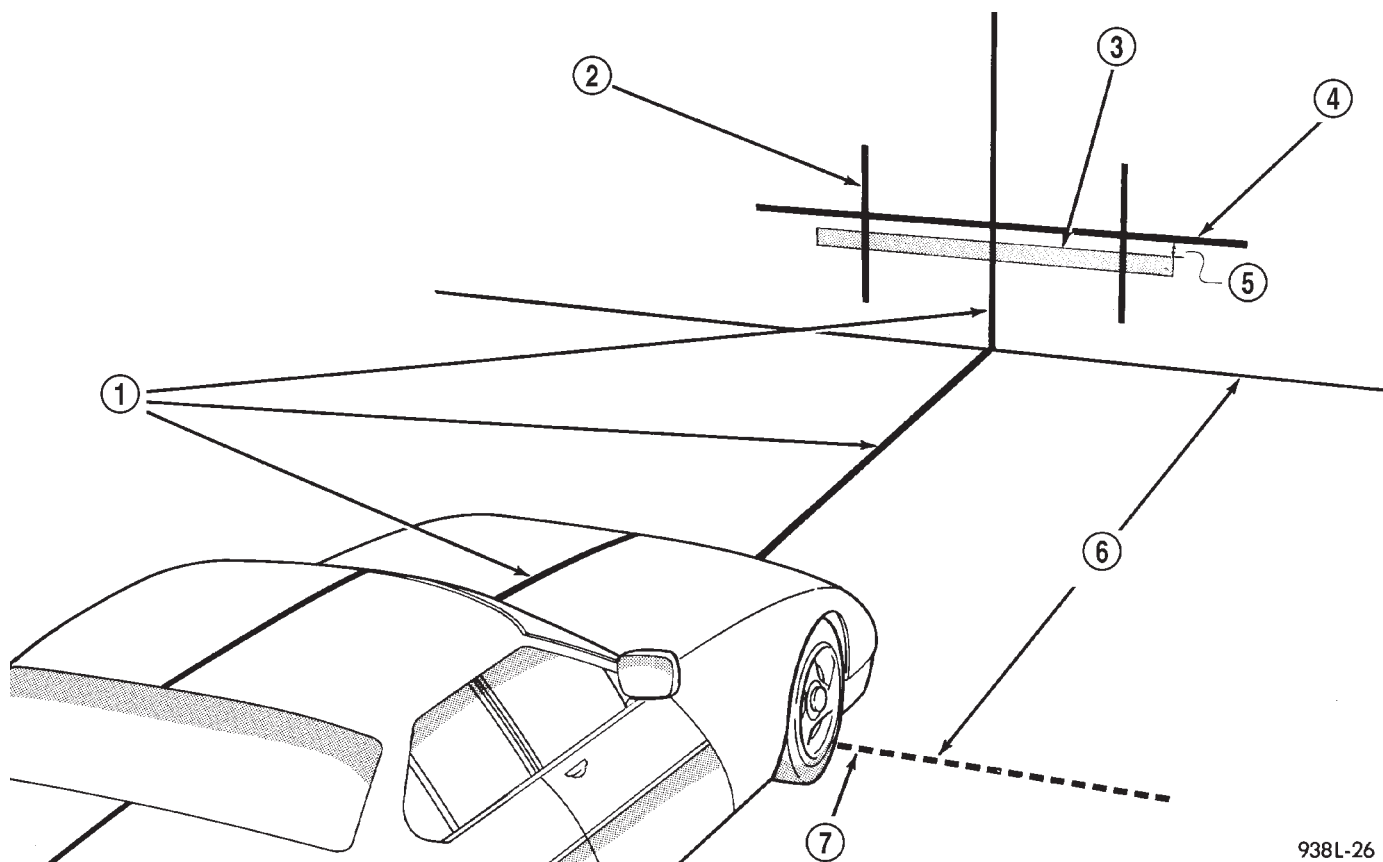


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Fig. 2 Headlamp Adjustment Screws

- 1 - HEADLAMP
2 - UP/DOWN ADJUSTMENT
3 - LEFT/RIGHT ADJUSTMENT
4 - PARK LAMP

ADJUSTMENTS (Continued)



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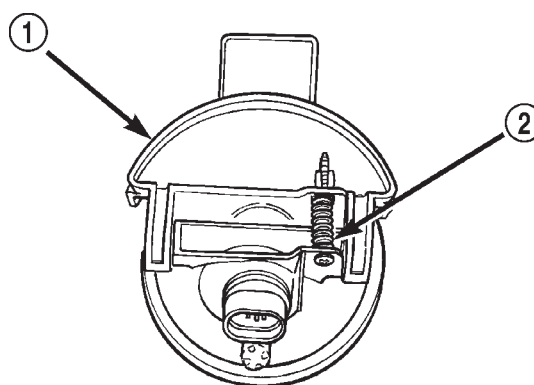
Fig. 3 Fog Lamp Alignment —Typical

- 1 - VEHICLE CENTERLINE
- 2 - CENTER OF VEHICLE TO CENTER OF FOG LAMP LENS
- 3 - HIGH-INTENSITY AREA
- 4 - FLOOR TO CENTER OF FOG LAMP LENS

- 5 - 100 mm (4 in.)
- 6 - 7.62 METERS (25 FEET)
- 7 - FRONT OF FOG LAMP

FOG LAMP ALIGNMENT

Prepare an alignment screen. Refer to Alignment Screen Preparation paragraph in this section. A properly aligned fog lamp will project a pattern on the alignment screen 100 mm (4 in.) below the fog lamp centerline and straight ahead (Fig. 3). Rotate the adjustment screw to adjust beam height (Fig. 4).



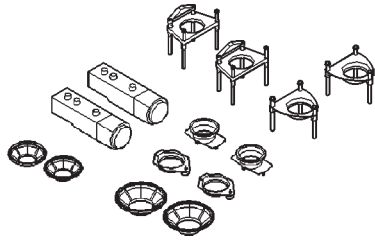
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Fig. 4 Fog Lamp Adjustment

- 1 - FOG LAMP
- 2 - ADJUSTMENT SCREW

SPECIAL TOOLS

HEADLAMP ALIGNMENT



Headlamp Aiming Kit C-4466-A

LAMP BULB SERVICE

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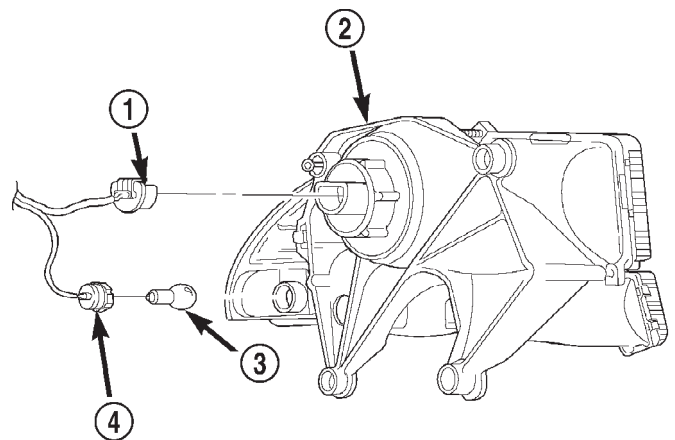
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REMOVAL AND INSTALLATION

HEADLAMP BULB

REMOVAL

- (1) Open hood.
- (2) Remove headlamp assembly. See headlamp removal in the lamp service section.
- (3) Remove the retaining ring holding bulb to headlamp.
- (4) Pull bulb socket from headlamp (Fig. 1).
- (5) Grasp bulb and pull from socket.



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Fig. 1 Headlamp Bulb

- 1 – HEADLAMP BULB SOCKET
- 2 – HEADLAMP
- 3 – BULB
- 4 – SIDE MARKER LAMP BULB SOCKET

INSTALLATION

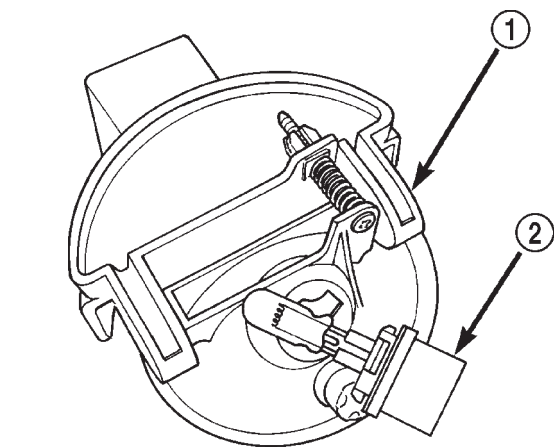
CAUTION: Do not touch the bulb glass with fingers or other oily surfaces. Reduced bulb life will result.

- (1) Position bulb into socket and push into place.
- (2) Position bulb socket in headlamp.
- (3) Install retaining ring holding bulb to headlamp.
- (4) Install headlamp assembly.

FOG LAMP BULB

REMOVAL

- (1) Disengage fog lamp harness connector.
- (2) Rotate bulb socket a 1/4 turn counterclockwise and pull from lamp to separate (Fig. 2).
- (3) Grasp bulb and pull from lamp.



80a8eb55

Fig. 2 Fog Lamp Bulb

- 1 – FOG LAMP
- 2 – FOG LAMP BULB

INSTALLATION

CAUTION: Do not touch the bulb glass with fingers or other oily surfaces. Reduced bulb life will result.

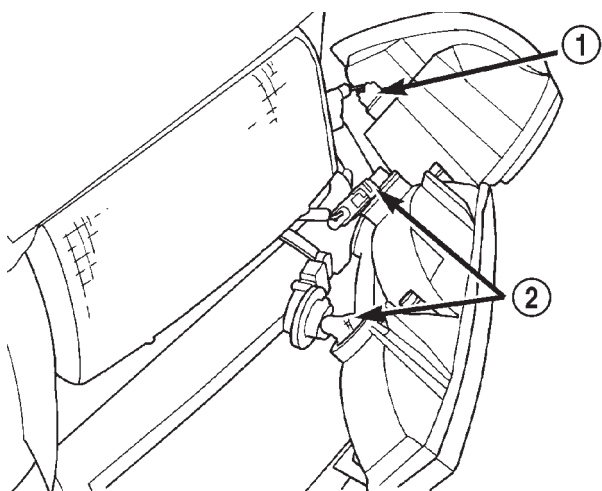
- (1) Position bulb in lamp, push to seat and rotate a 1/4 turn clockwise.
- (2) Connect fog lamp harness connector.

REMOVAL AND INSTALLATION (Continued)

PARK AND TURN SIGNAL LAMP BULBS

REMOVAL

- (1) Remove park and turn signal lamp.
- (2) Rotate bulb socket 1/4 turn counterclockwise and pull turn signal lamp socket from back of lamp (Fig. 3).
- (3) Pull park and turn signal lamp bulb from socket.



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Fig. 3 Park And Turn Signal Lamp bulb

- 1 - SIDE MARKER LAMP BULB
2 - PARK/TURN SIGNAL LAMP BULB

INSTALLATION

- (1) Install park and turn signal lamp bulb in socket.
- (2) Install park and turn signal lamp socket into back of lamp.
- (3) Install park/turn signal lamp.

FRONT SIDE MARKER LAMP BULB

REMOVAL

- (1) Remove park and turn signal lamp.
- (2) Remove side marker lamp socket from back of lamp (Fig. 1).
- (3) Pull side marker lamp bulb from socket.

INSTALLATION

- (1) Install side marker lamp bulb in socket.
- (2) Install side marker lamp socket into back of lamp.
- (3) Install park/turn signal lamp.

CENTER HIGH MOUNTED STOP LAMP (CHMSL) BULB

REMOVAL

- (1) Remove the CHMSL from the roof panel.

- (2) Rotate sockets 1/4 turn clockwise and remove from lamp. (The center bulbs light the stoplamp and the outside bulbs light the cargo lamp.)

- (3) Pull bulb from socket.

INSTALLATION

- (1) Push bulb into socket.
- (2) Position socket in lamp and rotate socket 1/4 turn counterclockwise.
- (3) Install the CHMSL.

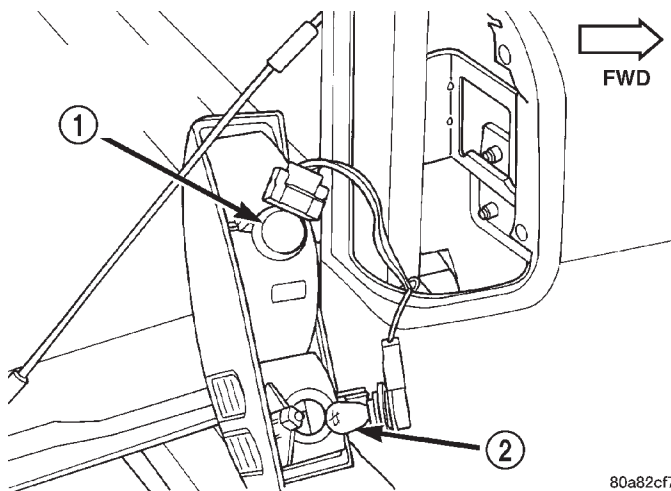
CARGO LAMP BULB

The cargo lamp bulb is incorporated in the CHMSL assembly, refer to the CHMSL bulb removal and installation procedure for bulb replacement.

TAIL, BRAKE, TURN SIGNAL AND BACK-UP LAMP BULBS

REMOVAL

- (1) Remove screws from tail lamp.
- (2) Grasp lamp, firmly pull lamp rearward to disengage retaining studs.
- (3) Remove sockets from tail lamp (Fig. 4).
- (4) Pull bulb from socket.
- (5) Separate tail lamp from cargo box.



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Fig. 4 Tail, Brake, Turn Signal And Back-Up Lamp Bulbs

- 1 - TAIL/STOP/TURN SIGNAL LAMP BULB
2 - BACK-UP LAMP BULB

INSTALLATION

- (1) Install bulb in socket.
- (2) Install socket in tail lamp.
- (3) Position tail lamp in cargo box, engage retaining studs and install screws.

REMOVAL AND INSTALLATION (Continued)

LICENSE PLATE LAMP BULB

REMOVAL

- (1) From the underside of the bumper, grasp the bulb socket and rotate counter clockwise.
- (2) Pull bulb socket from lamp.
- (3) Grasp bulb and pull from socket.

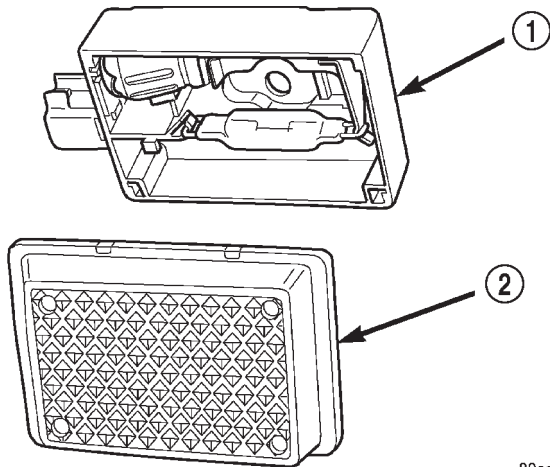
INSTALLATION

- (1) Position bulb in socket and press into place.
- (2) Position bulb socket in lamp and rotate clockwise to lock into place.

UNDERHOOD LAMP BULB

REMOVAL

- (1) Insert a small flat blade in the access slot between the lamp base and lamp lens.
- (2) Pry the lamp lens upward and remove the lamp lens (Fig. 5).
- (3) Depress the bulb terminal inward (Fig. 6) to release the bulb.



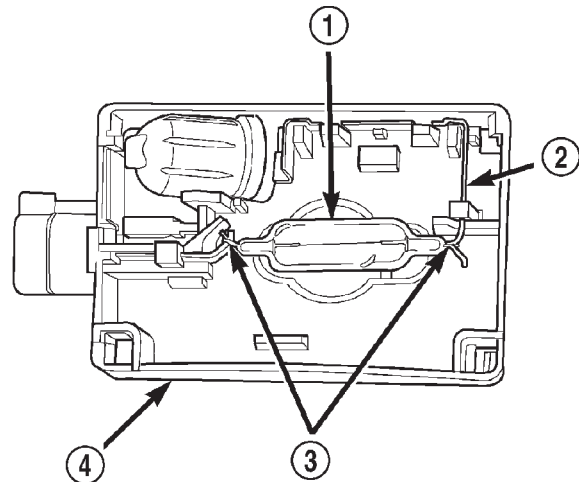
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Fig. 5 Underhood Lamp Lens

- 1 - LAMP
2 - LAMP LENS

INSTALLATION

- (1) Engage the replacement bulb wire loop to the terminal closest to the lamp base wire connector.
- (2) Depress the opposite terminal inward and engage the remaining bulb wire loop.



80add414

Fig. 6 Underhood Lamp Bulb

- 1 - BULB
2 - DEPRESS TERMINAL INWARD
3 - BULB WIRE LOOP
4 - LAMP BASE

- (3) Position the lamp lens on the lamp base and press into place.

DOME LAMP BULB

REMOVAL

- (1) Using a small flat blade, pry the left side (driver's side) of the lamp lens downward.
- (2) Pull bulb from lamp.

INSTALLATION

- (1) Install bulb in lamp.
- (2) Position lens on lamp and snap into place.

OVERHEAD CONSOLE READING LAMP BULB

REMOVAL

- (1) Insert a small flat blade between the front part of the lamp lens and overhead console. Carefully pry lens downward to release lens retaining tabs.
- (2) Separate lens.
- (3) Pull cartridge bulb from terminals.

INSTALLATION

- (1) Position bulb on terminals and press into place.
- (2) Replace lens by inserting switch tab of lens over console switch at outer wall of console.
- (3) Position lens over retaining posts and seat lens by pushing lens at retaining tabs.

LAMP SERVICE

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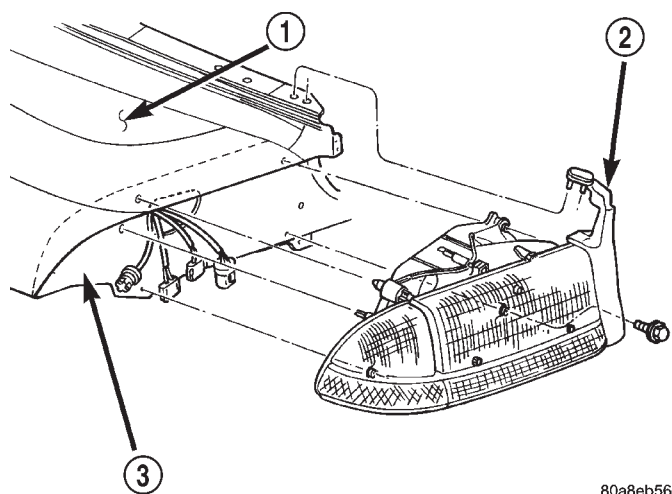
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(CHMSL)	15	OVERHEAD CONSOLE READING LAMP 17	

REMOVAL AND INSTALLATION

HEADLAMP

REMOVAL

- (1) Open hood.
- (2) Remove the bolts attaching headlamp to the inner fender panel (Fig. 1).
- (3) Grasp the headlamp and firmly pull the headlamp to disengage it from the panel.
- (4) Disengage the connector from the headlamp bulb.
- (5) Separate bulb from headlamp.
- (6) Remove the bulb sockets from the front park/turn signal/side marker lamps
- (7) Separate headlamp module from vehicle.



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Fig. 1 Headlamp

- 1 - FENDER
2 - SEAL
3 - INNER FENDER

INSTALLATION

CAUTION: Do not touch the bulb glass with fingers or other oily surfaces. Reduced bulb life will result.

- (1) Install bulb sockets for the front park/turn signal/side marker lamps
- (2) Engage the connector to the headlamp bulb.
- (3) Position headlamp in inner fender panel and firmly push headlamp inward to lock into place.
- (4) Install the bolts attaching headlamp to the panel.

FOG LAMP

The fog lamps are serviced from the rearward side of the front bumper.

REMOVAL

- (1) Disengage fog lamp harness connector.
- (2) Remove the bolts attaching the fog lamp to the bumper (Fig. 2).
- (3) Separate fog lamp from bumper.

INSTALLATION

- (1) Position fog lamp in bumper.
- (2) Install the bolts attaching the fog lamp to the bumper.
- (3) Connect fog lamp harness connector.
- (4) Check for proper operation and beam alignment.

PARK, TURN SIGNAL AND SIDE MARKER LAMP

REMOVAL

- (1) Remove torx screw attaching park lamp to headlamp module (Fig. 3).
- (2) Pull the park and turn signal lamp outward and separate from headlamp module.
- (3) Remove park and turn signal sockets from back of lamp (Fig. 4).

REMOVAL AND INSTALLATION (Continued)

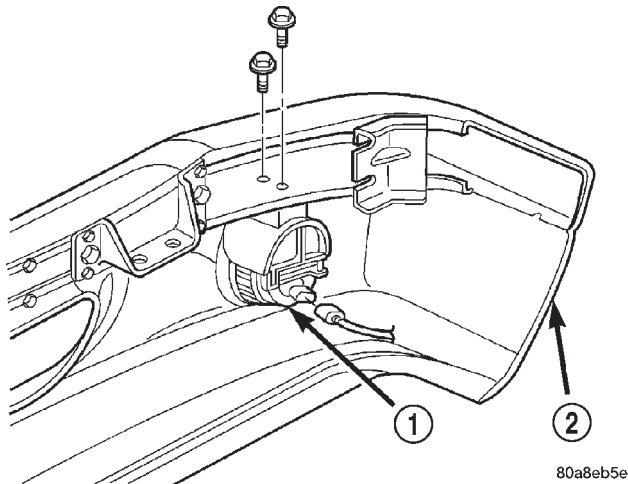


Fig. 2 Fog Lamp

- 1 - FOG LAMP
- 2 - FRONT BUMPER

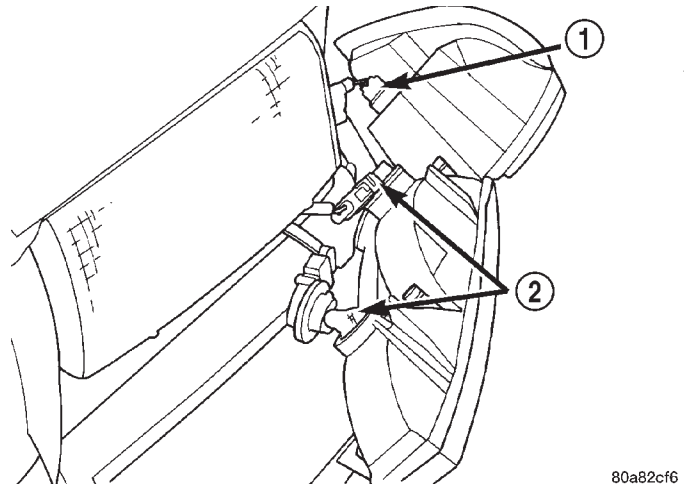


Fig. 4 Park, Turn Signal And Side Marker Lamp

- 1 - SIDE MARKER LAMP BULB
- 2 - PARK/TURN SIGNAL LAMP BULB

- (4) Remove side marker socket from back of lamp.
- (5) Separate park and turn signal lamp from vehicle.

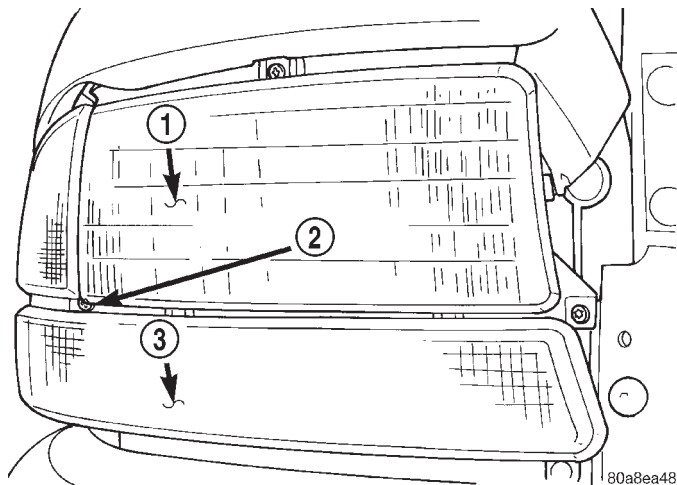


Fig. 3 Park Lamp Screw

- 1 - HEADLAMP
- 2 - HIDDEN SCREW
- 3 - PARK LAMP

INSTALLATION

- (1) Install side marker socket in back of lamp.
- (2) Install park and turn signal sockets in back of lamp.
- (3) Using the guides on the bottom and side of the headlamp module, align the park and turn signal lamp under headlamp module.
- (4) Slide the park and turn signal lamp inward under headlamp module. Push firmly until the lamp is seated.

- (5) Install screw attaching park lamp to headlamp module.

CENTER HIGH MOUNTED STOP LAMP (CHMSL)

REMOVAL

- (1) Remove screws attaching CHMSL to cab roof panel (Fig. 5).
- (2) Separate CHMSL from roof.
- (3) Disengage wire connector from body wire harness.
- (4) Separate CHMSL from vehicle.

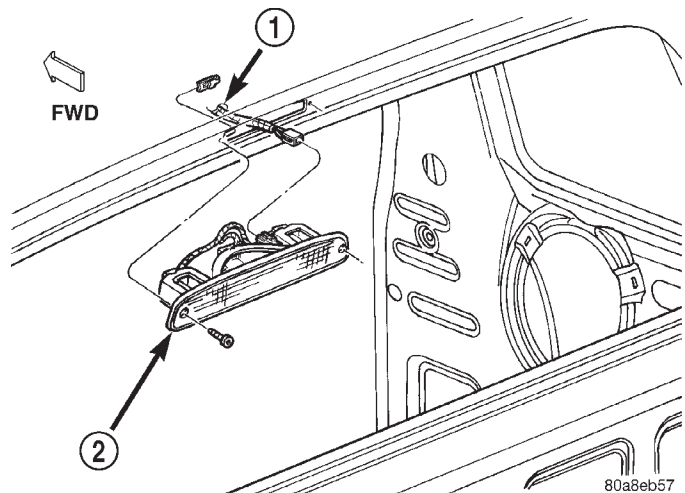


Fig. 5 Center High Mounted Stop Lamp

- 1 - ROOF
- 2 - CHMSL

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position lamp at cab roof and connect wire connector.
- (2) Install screws attaching CHMSL to roof panel. Tighten securely.

CARGO LAMP

The cargo lamp is incorporated into the CHMSL, if equipped. Refer to Center High Mounted Stop Lamp paragraph for service procedures.

TAIL, STOP, TURN SIGNAL AND BACK-UP LAMP

REMOVAL

- (1) Release tailgate latch and open tailgate.
- (2) Remove screw holding tail lamp to cargo box (Fig. 6).
- (3) Grasp lamp, firmly pull lamp rearward to disengage retaining studs.
- (4) Remove sockets from tail lamp.
- (5) Separate tail lamp from cargo box.

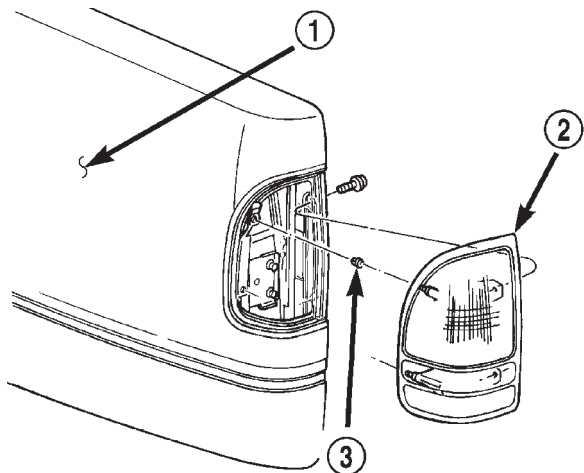


Fig. 6 Tail Lamp

- 1 - CARGO BOX
2 - TAIL/STOP BACK-UP LAMP
3 - ROUND CLIP

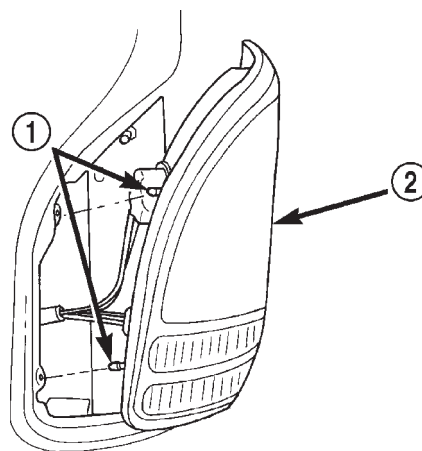
INSTALLATION

- (1) Install sockets in tail lamp.
- (2) Position tail lamp at cargo box, engage retaining studs (Fig. 7) and install screw.
- (3) Close tailgate.

LICENSE PLATE LAMP

REMOVAL

- (1) Remove license plate lamp bulb socket.



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Fig. 7 Retaining Studs

- 1 - RETAINING STUDS
2 - TAIL LAMP

- (2) From the underside of the bumper and using a small flat blade, push in retaining tab to release the lamp from the bumper.
- (3) Separate lamp from bumper.

INSTALLATION

- (1) Position lamp in bumper and press into place.
- (2) Install license plate lamp bulb socket.

UNDERHOOD LAMP

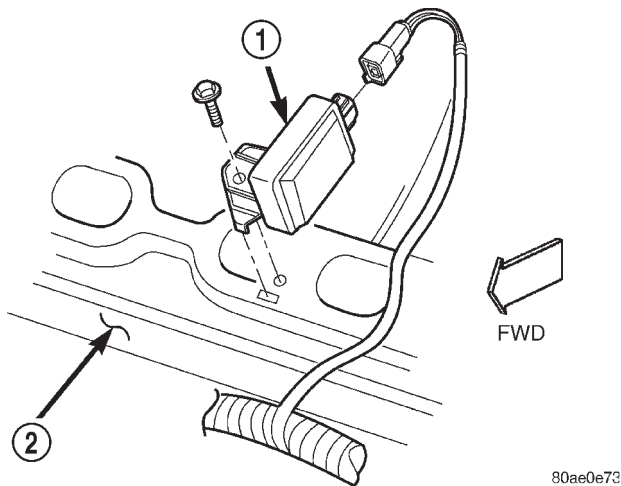
REMOVAL

- (1) Disconnect the wire harness connector from the lamp.
- (2) Remove lamp lens.
- (3) Remove bulb.
- (4) Remove screw attaching underhood lamp to the inner hood panel.
- (5) Separate underhood lamp from vehicle.

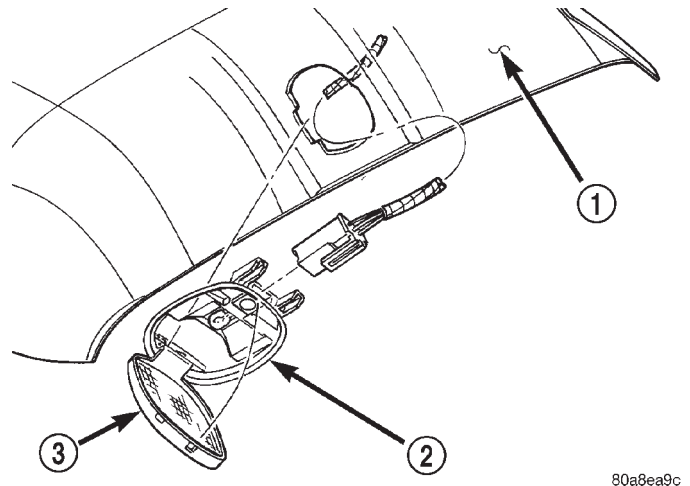
INSTALLATION

- (1) Install bulb.
- (2) Install lamp lens.
- (3) Position the underhood lamp on the hood inner panel.
- (4) Install the attaching screw through the lamp mounting flange and into the hood panel. (Fig. 8). Tighten the screw securely.
- (5) Fold lamp housing over and firmly press onto base to snap into place.
- (6) Connect the wire harness connector to the lamp.

REMOVAL AND INSTALLATION (Continued)

**Fig. 8 Underhood Lamp**

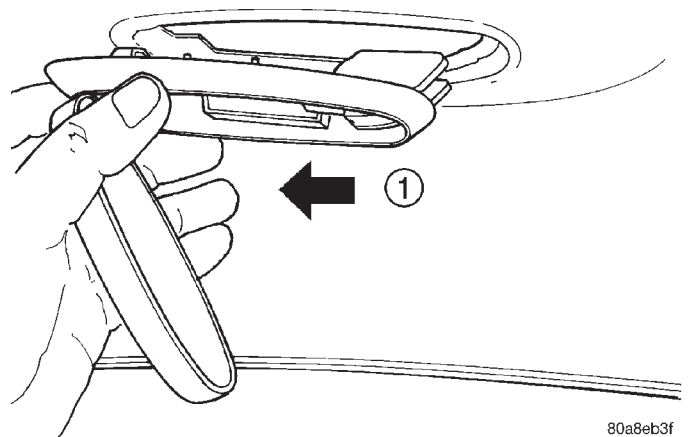
- 1 - UNDER HOOD LAMP
2 - HOOD

**Fig. 9 Dome Lamp Lens**

- 1 - HEAD LINER
2 - DOME LAMP
3 - LENS

DOME LAMP**REMOVAL**

- (1) Using a small flat blade, pry the left side (driver's side) of the dome lamp lens downward from dome lamp.
- (2) Allow the lens to hang down (Fig. 9), this will disengage the right side of the lamp (passenger's side) from the headliner.
- (3) Pull the right side of the lamp down and slide the lamp to the right (Fig. 10).
- (4) Separate the lamp from the headliner.
- (5) Disengage dome lamp wire connector from body wire harness.
- (6) Separate dome lamp from vehicle.

**Fig. 10 Dome Lamp**

- 1 - SLIDE LAMP

INSTALLATION

- (1) Position dome lamp at headliner.
- (2) Connect dome lamp wire connector to body wire harness.
- (3) Position the left side of the lamp in the headliner opening and slide lamp to the left.
- (4) Push the right side of the lamp in the headliner opening and push the lamp lens up into the lamp to secure.

OVERHEAD CONSOLE READING LAMP

To service overhead reading lamp, refer to Group 8C, Overhead Console.

LAMP SYSTEMS

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GENERAL INFORMATION

DAYTIME RUNNING LAMP MODULE (DRLM)

The headlamps on vehicles sold in Canada, will go on when the ignition is turned ON. The module must also receive a signal from the engine controller. This provides a constant Lights On condition while the vehicle is rolling. The lamps illuminate at less than 50% of normal intensity.

REMOVAL AND INSTALLATION

DAYTIME RUNNING LAMP MODULE (DRLM)

REMOVAL

The Daytime Running Lamp Module is located on the left inner fender.

(1) Remove the bolt attaching the module to the inner fender (Fig. 1).

(2) Disconnect the electrical connector.

INSTALLATION

(1) Connect the electrical connector.

(2) Insert the tab on the DRLM into the slot on the left inner fender.

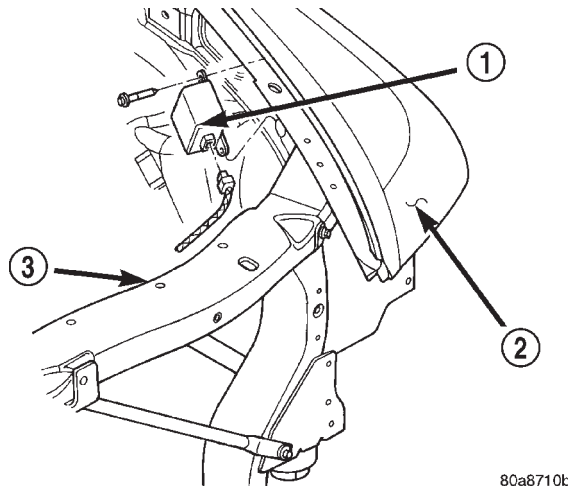


Fig. 1 Daytime Running Lamp Module

- 1 - DAYTIME RUNNING LAMP MODULE
- 2 - LEFT FENDER
- 3 - RADIATOR CLOSURE PANEL

(3) Install the bolt attaching the module to the left inner fender.

BULB APPLICATION

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SPECIFICATIONS

EXTERIOR LAMPS

CAUTION: Do not use bulbs that have a higher candle power than the bulb listed in the Bulb Application Table. Damage to lamp can result. Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.

The following Bulb Application Table lists the lamp title on the left side of the column and trade number or part number on the right.

LAMP	BULB
Back-up	3157
Cargo	921
Center High Mounted Stop	921
Front Fog Lamp	899
Front Side Marker	194
Headlamp	9007
License Plate	168
Park/Turn Signal	3157
Tail/Brake/Turn Signal	3157
Underhood	561

INTERIOR LAMPS

CAUTION: Do not use bulbs that have a higher candle power than the bulb listed in the Bulb Application Table. Damage to lamp can result.

Service procedures for most of the lamps in the instrument panel, Instrument cluster and switches are located in Group 8E, Instrument Panel and Gauges. Some components have lamps that can only be serviced by an Authorized Service Center (ASC) after the component is removed from the vehicle.

The following Bulb Application Tables lists the lamp title on the left side of the column and trade number or part number on the right.

DIMMER CONTROLLED LAMPS

LAMP	BULB
A/C Heater Control	6233137
Ash Receiver	161
Headlamp Switch	158
Heater Control	6233137
Instrument Cluster	PC194
Overhead Console	578
Radio	ASC
Stepwell	904

INDICATOR LAMPS

LAMP	BULB
Airbag	LED
Anti-lock Brake	PC74
Brake Warning	LED
Check Engine	PC74
Check Gauges	LED
Cruise	PC74
Engine Oil Pressure	PC74
Four Wheel Drive	PC194
High Beam	PC74
Ignition Key	53
Low Fuel	PC74
Low Washer Fluid	PC74
Overdrive Off	PC74
RWAL	PC74
Seat Belt	LED
Security	PC74
Turn Signal	PC194
Upshift	PC74

NON-DIMMING LAMPS

LAMP	BULB
Dome	579
Glove Compartment	194

